

ARTICLES GOVERNING THE 2020-2021 New Zealand V8 Ute Racing Championship

Preamble

MotorSport New Zealand Inc hereby declares the following articles to be those governing competition for drivers in the MotorSport NZ, NZ V8 Ute Racing Championship.

These articles and appendixes are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The MotorSport NZ Race Championship General Prescriptions (Schedule CH),
- Race Director's Series Written Briefings, and
- The Technical Regulations – Schedule UR
- The Event Supplementary Regulations.

A Championship Permit No: 200573 has been issued in the name of MotorSport NZ.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes
UR-20-21-A001	06/01/2021	6.5	Amendment of race distances at Round 2
UR-20-21-A002	25/02/2021	6.2	Practice Sessions
UR-20-21-A003	10/03/2021	5.1	Change of dates for Round 3 and 4
UR-20-21-A004	13/04/2021	6.1	Allowance of Testing at Round 4

1 INTERPRETATION:

Please refer to the definitions outlined in Schedule CH.

In these Articles and associated Appendixes, the following expressions shall have the meanings set out:

The **“Championship”** means the MotorSport NZ, NZ V8 Ute Racing Championship for cars complying with Schedule UR; and

“Inviting Clubs” means the MotorSport NZ clubs hosting Rounds of the Championship; and

“MotorSport NZ” or **“MSNZ”** means MotorSport New Zealand Inc; and

“National Sporting Code” means the National Sporting Code issued by MotorSport NZ from time to time; and

“NZV8UR Ltd” means New Zealand V8 Ute Racing Ltd, the category owner, and

“Round” means the race meeting at which drivers may score points towards the Championship.

2. OBJECTS:

To promote and foster NZ V8 Ute Racing by presenting Competitors with a well-promoted series creating worthwhile individual sponsorship opportunities with an enjoyable and relaxed competition in the spirit of NZ V8 Ute competition.

All persons connected with the administration of this Championship and with the operation of vehicles competing in the Championship are expected to abide by the spirit and intent of these Articles.

3. ELIGIBILITY:

3.1 Drivers licensing requirements are detailed in Schedule CH and if the Entrant is other than the driver, an Entrant’s Licence is required in the name of the Entrant.

3.2 Eligibility shall be for NZ V8 Ute Racing cars complying with the specification set out in Schedule UR.

3.3 All entrants and drivers shall agree to submit their vehicle to the eligibility and safety scrutineering as and when required by the Championship Scrutineer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

3.4 Category Seals may be applied by the Championship Coordinator and/or Championship Scrutineer and/or nominated assistant, to components and/or assemblies of components.

4. SERIES PERSONNEL:

4.1 At each Round the following personnel, or their approved assistant, shall have the responsibilities and authorities set out:

4.1.1 Championship Promoter:	Speed Works Ltd
Mobile Phone No:	021 825 911
E-mail:	Geoff@speedworks.nz

Contact name: Geoff Short

Who is responsible for and authorised by MotorSport NZ for the promotion of the Championship.

4.1.2 Championship Race Director:

Contact name: Steve Collier
Mobile Phone No: 022 030 6721
E-mail: steve@themotorsportclub.com

Who is authorised by MotorSport NZ to undertake the duties outlined in Schedule CH Article 3.1.3.

4.1.3 Championship Coordinator:

Contact name: Cherie Brown
Address: 308 Runciman Road
RD2, Pukekohe
Mobile Phone No: +64 21 777 110
E-mail: cherie@v8utes.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all administrative matters pertaining to the Championship, and
- (b) Record and publish all Championship points schedules, and
- (c) Liaise with the Promoter and/or Inviting Club/s on all matters pertaining to these Articles, and
- (d) To advise the Race Director and/or Clerk of the Course in addressing any applicable penalties as detailed in the NSC; and
- (e) Ensure supply of competition number sets and correct placement of decals on competing vehicles.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice during the Championship.

4.1.4 Championship Technical Officer:

Contact name: Keith Hargraves
Mobile Phone No: 021 253 2399

Who is responsible for and authorised by MotorSport NZ to:

- (a) Establish the NZ V8 Ute technical eligibility audit programme at each Round, and
- (b) Undertake safety audits including management of vehicle logbooks, tyre allocation and marking; and
- (c) Impound and affix seals as required, and
- (d) Undertake technical eligibility checking; and
- (e) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (f) Undertake the duties of a Technical Judge (NSC 86(f)) with respect to tyres; and
- (g) Liaise with event Officials and Championship Coordinator on any scrutineering or technical conformity issue for the category; and
- (h) Report to the senior MSNZ Technical Officer on duty or Race Director as appropriate at rounds with their proposed technical checking programs and subsequent results prior to the final Stewards meeting.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice during the Championship.

- 4.2 All correspondence shall be addressed to the Managing Director / Championship Coordinator who is authorised to carry out all the necessary administrative duties for the Championship.

5. **CHAMPIONSHIP STRUCTURE:**

- 5.1 The Championship will comprise the following Rounds:

Round	Date	Venue
1	4 - 6 December 2020	Pukekohe
2	22 – 24 January 2021	Hampton Downs
3	26 – 28 March 2021	Pukekohe
4	16 – 18 April 2021	Taupo

MotorSport NZ reserves the right to either cancel or amend any Rounds of the Championship without affecting in any way its powers to award any title.

6. **ROUND FORMAT:**

- 6.1 **Practice (Testing):** Testing of a NZ V8 Ute Racing Championship vehicle on the circuit at which the Round is scheduled to be held prior to the event is not permitted within the seven(7) days prior to the Round commencing as stated per the published events schedule. However a novice driver may be permitted to test for one(1) day within that seven day period upon application to the Championship Coordinator and approval may be given by either the Race Director or Event Director. The only exception to the above is at Round 4 at Bruce McLaren Motorsport Park, where testing is permitted on the Thursday (15th April) preceding the round.

- 6.2 There will be a minimum of two(2) practice sessions of fifteen(15) minutes in duration at Round 3. At all other Rounds there will be two(2) practice sessions of fifteen(15) minutes in duration.

- 6.3 **Qualifying:** There will be one(1) qualifying session of a minimum of 20 minutes duration.

- 6.4 **Race Format:** There are planned to be three(3) Races at each Round.

- 6.5 **Races:** are scheduled to run to the following format:

Round	Race 1	Race 2	Race 3
1	8 Laps	12 Laps	10 Laps
2	6 Laps	8 Laps	6 Laps
3	8 Laps	12 Laps	10 Laps
4	8 Laps	12 Laps	10 Laps

At all Rounds the Race Director, and the Championship Coordinator, in consultation with the Stewards, reserves the right to shorten and/or cancel races in the case of Force Majeure.

- 6.6 **Race Starting Positions:** all Races shall be a standing start in accordance with the provisions of Schedule CH. Starting positions shall be determined as follows:

- (1) Starting Positions for **Race One** will be determined by Qualifying Times, where the fastest lap time achieved by each Driver during Qualifying is used to determine the final qualifying positions.

- (2) Starting Positions for **Race Two** will be determined by the finishing positions of Race One with the first ten(10) cars in reverse grid formation. The remaining cars will start in order of finishing Race One. Where more than one(1) driver fails to finish Race One, their starting order will be from the rear of the grid in order of their qualifying times (the fastest qualifier to the front).
- (3) Starting Positions for **Race Three** will be determined by the points achieved in Races One and Two with highest points scorer on pole. Should more than one(1) driver be on the same number of points, such drivers will be placed in order of qualifying times.
- 6.7 Novice drivers shall start from the rear of the grid in every race for their first round of the series and any subsequent rounds as determined by the Championship Coordinator.
- 6.8 Not able to qualify means starting at the rear of the grid for Race One.
- 6.8.1 Not able to start or DNF incurred for Race One means starting at the rear of the grid for Race Two.
- 6.8 All Grid positions will be subject to any penalties issued during qualifying or race during the current round and shall result in a relocation of a drivers starting position for the following Race.
7. **TICKET ALLOCATION:**
- 7.1 Ticket allocation for all Rounds will be determined by the Championship Coordinator.
8. **CHAMPIONSHIP ENTRY:**
- 8.1 Entry into the Championship should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>). By entering the Championship, all Competitors agree to comply with these Articles, Appendixes and those of the National Sporting Code and the MotorSport NZ Code of Driving Conduct and the Championship Technical Regulations, Schedule UR.
- Note:** *Contact the Championship Coordinator if entry will not be made via MotorSport Online system.*
- 8.2 All competitors must be approved by the Board of Directors of NZV8UR Ltd and must hold a valid Shareholder and Registration Agreement or be approved to compete if not a NZV8UR Ltd shareholder.
- 8.3 Entry to each Round of the Championship (which is separate to the Championship Entry) should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>) Any entry will not be deemed valid until payment is received.
- Note:** *Contact the Championship Coordinator if entry will not be made via MotorSport Online system.*
9. **CONDITION OF ENTRY:**

- 9.1** The Competitor, by entering the Championship, is deemed to be in acceptance of these Championship Articles and associated appendixes as they are presented, and shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under the Technical Regulations, Schedule UR.
- 9.2** The Competitor, by entering the Championship, is deemed to be in acceptance of, and will at all times comply with NZV8UR Ltd acceptable standard of overall vehicle and pit area presentation with respect to panel, paint, decals, signwriting & general appearance or any other specific requirements or requests of the official Championship Sponsors, as detailed by NZV8UR Ltd.
- 9.3** The Competitor, by entering the Championship, is deemed to be in acceptance of these Championship Articles and associated appendixes as they are presented, and shall be at all times responsible for the conduct of their self and any person associated with that driver and their entry ensuring that their conduct will not, in anyway, be deemed to bring the Category into disrupt.

10. POINTS:

- 10.1** Points will be recorded and published by the Championship Coordinator or nominated assistant and will be allocated to all eligible Drivers based on their overall finishing positions at each race at each Round of the Championship as detailed in Article 10.2 below.

Note: The points allocation as detailed in Article 10 of Schedule CH will not apply to this Championship.

- 10.2** Points will be allocated to drivers of each race of the Championship on the following basis:

1st	35	9th	17	17th	9
2nd	31	10th	16	18th	8
3rd	27	11th	15	19th	7
4th	24	12th	14	20th	6
5th	22	13th	13	21st	5
6th	20	14th	12	22nd	4
7th	19	15th	11	23rd	3
8th	18	16th	10	24th	2
				25th	1

- 10.3** Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- 10.4** Any race which is stopped and not restarted, and during which less than 50% of the race distance has been completed by the leader, shall be deemed a non-race in respect of Championship points and no points shall be awarded.
- 10.5** Any race which is stopped and not restarted, during which 50% – 75% of the race distance has been completed by the leader, shall be deemed to have been completed in respect of Championship points but only 50% Championship points shall be awarded.
- 10.6** Any race which is stopped during which 75% or more of the race distance has been completed by the leader, shall be deemed to have finished and a full allotment of Championship points shall be awarded.
- 10.7** The results for each Round shall be determined by the total number of points scored by each Driver at that Round.

- 10.8** In the event of a tie at the end of any Round, the final positions for that round shall be determined by comparing the results of each of the tied Drivers in the final race of that round. The higher place in the round results shall be awarded to the Driver with the higher finishing position in the final race.
- 10.9** The Driver gaining the highest points total over the four(4) Rounds of the Championship shall be declared the winner of the Championship.
- 10.10** In the event of a tie at the end of the Championship, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of first places being awarded the higher Championship position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until each position has been determined.

11. AWARDS:

- 11.1** At the Annual MotorSport NZ Awards Dinner the Overall Championship winner as determined by overall Championship points awarded from all Rounds of the Championship will be awarded the NZ V8 Ute Racing Series Cup.
- 11.2** The presentation of any other Championship Awards shall be made at the conclusion of the Championship, at a time and place and in a manner as specified by NZV8UR Ltd.

12. PARC FERMÉ:

- 12.1** When directed by the Championship Scrutineer or his assistants, Competitors are required to drive their competing vehicle directly (and without any team personnel or crew intervention) from the track to the designated Parc Fermé, the location of which will be notified by the Championship Scrutineer.

Notes:

- 1.** *Parc Fermé for NZV8UR Utes will be your allocated pit tent unless advised of an alternate designated Parc Fermé area by the Championship Scrutineer.*
 - 2.** *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations in the National Sporting Code Article 60.*
- 12.2** The Championship Scrutineer may authorise the entry of team personnel for the purposes of vehicle eligibility inspections.
- 12.3** Unless the Championship Scrutineer consents in each particular case, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

13. CONTROL PART SECURITY SEALS:

- 13.1** Control Part Security Seals may be applied in accordance with Schedule UR.

14. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

- 14.1** Only the Control Tyres as detailed in the Technical Regulations which are purchased direct from the control supplier NZV8UR are permitted for any Round of the Championship.
- 14.2** Only the control tyre may be used for testing, practice(s), qualifying, races and meeting ride sessions.

14.3 A maximum of six(6) **new** Control **Dry** Tyres will be marked for each automobile by the Championship Scrutineer or their nominated assistant at **the first meeting of the season and only four(4) new tyres** each meeting **thereafter**. These are the only tyres permitted to be used on that vehicle during any qualifying session or race.

14.3.1 The number of Control Wet Tyres are free and are not subject to tyre marking.

14.4 Of the six (6) tyres **initially and four(4) thereafter** referred to in 14.3 above, **a minimum of two(2)** of these tyres must be new and must be fitted to the front of the vehicle during qualifying. Two(2) other tyres may be new and must be fitted to the rear of the vehicle during qualifying. The remaining two(2) tyres **thereafter** are to be previously marked for use in the **2020-21** season and **must** show clear evidence of being previously used. This will be determined by the Championship Scrutineer.

14.4.1 Ford BF only: of the six (6) tyres referred to in 14.3, only two(2) of these tyres are permitted to be new and presented for marking per round as detailed in 14.3. The remaining four(4) tyres are to be previously marked for use in the **2020-21** season and **must** show clear evidence of being previously used. This will be determined by the Championship Scrutineer.

14.5 For Round 1 only: Six(6) new Control Tyres may be purchased for marking, however four(4) new Control Tyres must be fitted to the vehicle for qualifying and the remaining two(2) new Control Tyres must be used during any race at that Round.

14.5.1 Ford BF only: For Round 1 only: Four(4) new Control Tyres may be purchased for marking, however two(2) new Control Tyres must be fitted to the vehicle for qualifying.

14.6 Where a driver enters the Championship after Round 1, tyre allocation will be in accordance with Articles 14.1-4.

14.7 Except for the provisions of Articles 14.5 and 14.10, it is not permitted to start any race on new tyres that have not been previously run as per Articles 14.3 and 14.4.

14.8 Following the completion of the qualifying session, any of the six(6) tyres detailed in Articles 14.4 and 14.5 above may be used without restriction as to its location on the vehicle.

14.9 Any tyre that has worn below any of the tread depth indicators in the middle section of the tyre or shows signs damage which is deemed unsafe will not be permitted to be used for testing, practice(s), qualifying, races and meeting ride sessions.

14.10 Competitors are permitted to replace two(2) marked tyres in accordance with Articles 14.3 and 14.4 above per vehicle if the Championship Scrutineer is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The Championship Scrutineer shall ensure that the replacement tyre is a previously marked and used tyre, if no previously used tyre is available a new tyre maybe permitted. He is to withdraw the marking for that meeting of any tyre replaced and mark the replacement tyre as one of approved allocation.

14.11 Specifically prohibited for all tyres are the following modifications:

- Hand cut tread grooves,
- Filing and buffing,
- Tyre warmers,
- Chemical treatments, and
- Any means of artificially enhancing tyre performance.

14.12 Tyre marking; will take place at a time stipulated by the Championship Coordinator or Championship Scrutineer prior to the Round, but the time will be prior to qualifying. Each Competitor must present all six(6) tyres mounted on their wheels for marking at the front of their respective garage / marquee bay. If raining all six(6) wheels / tyres must be placed in the marquee bay beside the competition vehicle.

All wheels / tyres must be removed from the vehicle for marking as all tyres will be marked on the inside & outside edges.

14.13 If qualifying and / or racing are scheduled on more than one(1) day at a meeting, the Championship Scrutineer may impound any tyres overnight.

14.14 It is the Competitor's / Crew's responsibility to ensure that all tyre markings remain clearly visible throughout the Round. Whenever a tyre marking becomes illegible, the Competitor or Crew must advise the Championship Scrutineer accordingly, who will decide upon the appropriate course of action.

14.15 Wet tyres: wet tyres must be used when a qualifying session or a race is declared wet. If a qualifying session or a race is declared wet, all 4 wheels must be fitted and running with wet tyres.

14.15.1 Where a qualifying session has been declared wet, the dry control tyre allocation as detailed in 14.3 and 14.4 may be used indiscriminately throughout that round.

14.16 At all meetings, the control dry tyre must be used unless the meeting is declared wet by the Race Director. When a meeting is declared wet, the control wet tyre must be used. Refer to Sch. UR Article 20 for specific tyre details.

15. DECALS

15.1 All vehicles shall reserve the spaces for the Championship and Sponsors' decals at all Rounds and carry competition numbers and Driver's name and Nickname in the locations and to the dimensions as set out in the NZV8UR Vis Plan Documents available on the V8 Ute Racing Ltd website – www.v8utes.co.nz.

15.1.1 Competition numbers shall be visible at all times when the competition vehicle is on the circuit. Failure to have these visible may result in a penalty.

15.2 Competitors will be provided with Championship and Sponsor decals which must be displayed in the prescribed positions. Any competitor who fails to properly display legible decals or replace spoiled or damaged decals will be prevented from entering the track for hot laps, qualifying or racing and may be excluded from further participation in the Championship plus a penalty maybe issued.

15.3 All drivers shall affix & wear:

(1) Embroidered nominated category sponsor patches on race suits (to be supplied by the category). The position of the patches will be as per the current NZV8UR Vis plan (refer www.v8utes.co.nz) and advised at the time of issue, and

(2) Caps will be supplied by the category and given out for podium presentations and are to be worn by 1st, 2nd & 3rd place getters for award presentations and photos.

16. IN CAR CAMERA (Judicial Camera):

16.1 It is compulsory for each vehicle to be fitted with judicial in-car camera(s) in accordance with Schedule CH. The camera kit, data card and mounting bracket will be supplied by the Championship Coordinator or his appointed official and it is the competitor's responsibility to ensure it is fully operational during all meeting sessions.

16.1.1 In Car Camera operation is the responsibility of each individual team. Camera must be checked prior to the Ute leaving pit bay and ENSURE card inserted, unit is turned on and recording. Recording starts when ignition on. Failure to do so will result in penalty.

16.1.2 The in-car Cameras are the sole property of the Category and are to be used only for category in car footage and judicial purposes. DO NOT insert these cards into personal laptops.

16.1.3 Cards may be collected post-race by Category Officials.

16.2 Camera Installation: Camera installation must be approved by the Championship Coordinator and/or Championship Scrutineer.

16.3 The camera(s) must be hard wired direct to an engine running power-only source, i.e. engine fuel pump, **not** the ignition key on accessory position or direct battery source or any accessory power nor any manual on / off switching mechanism.

16.4 Where in-car judicial camera(s) are fitted, video cards cannot be removed nor can any footage be downloaded by a driver or crew or any other person other than a category or Championship official during any Round until each Round is completed, any judicial enquiries have been completed and final results published.

For any Ute that has its judicial camera equipment, camera card or footage tampered with or camera card or footage is missing during a Round or the camera card missing at the beginning of each Round, the driver will incur a penalty and will additionally be invoiced a fee for the replacement of the removed card.

16.5 At the conclusion of the Meeting, no competitor may leave the venue until the in-car judicial camera data card has been removed from the competition vehicle by either the Championship Coordinator or their delegate.

16.6 In addition to category judicial cameras, it is permitted for a competitor to fit their own in-car cameras. All video footage must be made freely available to the Category officials if and when requested.

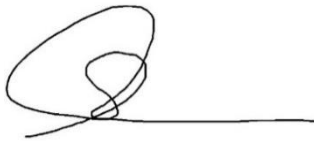
17. PERFORMANCE PARITY

17.1 The Championship Technical Officer and/or Championship Scrutineer shall monitor lap times and results for each qualifying and race session to enable consistent performance parity across all makes and models during the Championship.

17.2 The Championship Technical Officer and/or Championship Scrutineer reserves the right at any time to check any competing Ute plus its mechanical componentry including electronic engine controls, sensors and wiring harnesses. The Championship Technical Officer and/or Championship Scrutineer shall at their discretion request the download and check ECU tune programs or adjust engine rpm limits or control ECU tune programs as they deem necessary at any time during the series or meeting to enable consistent performance parity across all makes and models during the Championship.

- 17.3** The Championship Technical Officer shall at their discretion, may refer a vehicle to the category approved dyno facility for dyno testing/results and any other data available to monitor and adjust performance parity to enable consistent performance parity across all makes and models during the Championship.
- 17.4** Any performance parity dyno checking will be done at the competitor's own cost and must be scheduled by the Technical Officer with the category-approved dyno operator.
- 17.5** Any technical infringements or tampering will be dealt with as per Schedule CH – Penalty Schedule.

These Championship Series Articles are issued for 2020-21 NZ V8 Ute Racing Championship by the Administration.



Elton Goonan
Acting CEO
MotorSport New Zealand
2nd December 2020